



City of Kirkland

Transportation Master Plan



WORKING DOCUMENT OF POTENTIAL GOALS, OBJECTIVES, AND STRATEGIES FOR KIRKLAND'S TRANSPORTATION MASTER PLAN UPDATE (Draft 11-25-13)

OVERVIEW

Paragraph here that sets context overall framework. The theme here is that bike, walk and bus are viable and comfortable. Cars and doing the best they can without major investments. This plan includes high-level policies and specific actions related to achieving the following goals:

1. **Walking** - Provide sidewalks, trails and crosswalks that form a safe and enjoyable walking network.
2. **Biking** - Provide interconnected bicycle facilities that are safe and enjoyable for all users.
3. **Public Transportation** - Support and promote a transit system that is recognized as viable and realistic for many trips.
4. **Motor Vehicles** - Given peak period congestion, efficiently and safely provide for vehicular circulation.
5. **Land Use** - Create a transportation system that is coordinated with Kirkland's land use plan.
6. **Sustainability** - Plan, design, build, operate and maintain a system within reasonably assured revenue sources while minimizing environmental impacts.
7. **Coordination** - Coordinate with regional transportation agencies like WSDOT and transit providers to help meet Kirkland's transportation Goals.
8. **Transportation Measurement** - Measure and report on progress toward achieving goals and actions.

Although several categories reflect individual modes of travel, this is for organizational purposes only. In reality, all transportation planning is multimodal. At its core, this plan supports a multimodal network that offers greater transportation choices for people who live, work, and play in Kirkland.



City of Kirkland

Transportation Master Plan



SUPPORT ALL MODES (Move People, Goods, and Services)

With the expressed purpose of moving people, goods, and services, the City's transportation decisions will generally reflect a hierarchy of modes:

1. Walking
2. Biking
3. Transit
4. Commercial vehicles
5. Private automobiles

This hierarchy is intended to help ensure that the needs of each group of users is considered in the City's planning process. This approach does not mean that users at the top of the hierarchy will always receive the most beneficial treatment on every street. In a constrained urban environment, it is not possible to provide ideal accommodations for every mode in every location. However, this hierarchy does indicate that when lower hierarchy modes are prioritized, the underlying reasons for this approach will be shared and the city will make special efforts to provide reasonable alternative accommodations (such as parallel routes).

WALKING

Goal T-1 Provide sidewalks, trails and crosswalks that form a safe and enjoyable walking network.

Background

Pedestrians should take first priority on Kirkland's transportation network because every traveler is a pedestrian at some stage of their trip, regardless of travel mode. Walking supports a livable community through increased interpersonal interaction, commerce, health of people and environment. To support walking, sidewalks, crosswalks, trails, and other pedestrian facilities should focus on safety and accessibility for all users from children to the elderly. Engineering, education, and enforcement are also important aspects of supporting walking and are addressed here, as well as in the Coordination section. Improve pedestrian safety

Policies at a Glance

- Measure and improve the safety of walking in Kirkland.
- Make getting around Kirkland on foot both intuitive and enjoyable.



City of Kirkland

Transportation Master Plan



- Wisely prioritize sidewalk construction
- Develop world-class walking facilities along the CKC and Lake Washington with ample connections to the rest of Kirkland
- Identify and remove barriers to walking Make it safer and easier to walk to school
- Improve street crossings for pedestrians.

BICYCLING

Goal T-2 Provide interconnected bicycle facilities that are safe and enjoyable for all users..

Background

Many residents express a desire to bicycle to more destinations, but are currently discouraged from bicycling, due to safety and comfort concerns. The city should create bicycling facilities that are safe and welcoming for users of all ages and abilities. Engineering, education, and enforcement are also important aspects of supporting bicycling and are addressed here as well as in the Coordination section. Safety will be improved through increase in facilities.

Policies at a Glance

- Policy 2.2: Create and improve on-street bike lanes .
- Build a network of greenways
- Support facilities that make cycling easier
- Make it easy to navigate the bicycle network
- Measure bicycle use and safety
- Make the CKC an integral part of the network and connect it to the region

PUBLIC TRANSPORTATION

Goal T-3 Support and promote a transit system that is recognized as viable and realistic for many trips.

Background

Public transit serves as the backbone of a successful multi-modal transportation network. Service should be frequent, convenient, and comfortable in order to attract and support high levels of ridership. While Kirkland does not operate its own transit service, the City should enact policies that make transit an attractive choice for all travelers and work with regional transit providers to offer a first-class experience. Other modes of public transportation such as taxis and ridesharing can help fill gaps when residents have mobility needs that traditional public transit cannot serve. Expect ST in 20 years? BRT on I-405



City of Kirkland

Transportation Master Plan



Policies at a Glance

- Create an environment for frequent and reliable service on arterials.
- Support safe and comfortable passenger facilities.
- Integrate transit facilities with pedestrian and bicycle networks.
- Support ridesharing for trips around and through Kirkland.
- Pursue transit on the CKC
- Partner with transit providers to coordinate land use and transit service (see coordination)
- Work with Sound Transit to incorporate ST3 investments in Kirkland.

MOTOR VEHICLES

Goal T-4 Given peak period congestion, efficiently and safely provide for vehicular circulation.

Background

Many Kirkland residents choose to travel by private automobile for a high proportion of their trips. In the peak period there is considerable congestion at many intersections. At the same time, wide ranging automobile capacity improvements are not in keeping with the goal of maintaining the City's urban form and being financially sustainable.. This plan seeks to maximize the operational efficiency of the existing road network and prepare for future trends in the way that people travel.

Policies at a Glance

- Make limited, strategic investments in intersections and street capacity
- Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.
- Align future policy and planning with potential changes in transportation funding sources, such as more tolls and less gas tax revenue.
- Position Kirkland to respond to technological innovations, such as electric vehicles and driverless cars
- Take an active approach to managing on-street and off-street parking.
- Work with WSDOT to improve the way I-405 and SR 520 meet Kirkland's needs. (see coordination)
- Make street improvements that reflect neighborhood character



City of Kirkland

Transportation Master Plan



LAND USE AND TRANSPORTATION (Link to Land Use)

Informed land use decisions form the basis for this plan. This section includes transportation policies that tie most directly to land use.

Goal T-6 Create a transportation system that is coordinated with Kirkland's land use plan..

Background

Because the built environment influences travel behavior in a number of ways, it's often said that the best transportation plan is a good land use plan. This is demonstrated by the smart growth Ds:

- **Density:** dwellings, jobs per acre. Higher densities shorten trip lengths, allow for more walking and biking, and support quality transit.
- **Diversity:** mix of housing, jobs, retail. A diverse neighborhood allows for easier trip linking and shortens distances between trips. It also promotes higher levels of walking and biking and allows for shared parking.
- **Design:** connectivity, walkability. Good design improves connectivity, encourages walking and biking, and reduces travel distance.
- **Destinations:** regional accessibility. Destination accessibility links travel purposes, shortens trips, and offers transportation options.
- **Distance to Transit:** Close proximity to transit encourages its use, along with trip-linking and walking, and often creates accessible walking environments.
- **Development Scale:** residents, jobs. Appropriate development scale provides critical mass, increases local opportunities, and supports transit investment.

Policies at a Glance

- Create a transportation network that supports economic development goals.
- Focus transportation system developments around schools, transit routes, and Kirkland's key areas for growth.
- Adopt requirements and practices for all future development that support planned transportation infrastructure.



City of Kirkland

Transportation Master Plan



SUSTAINABILITY (Be Sustainable)

In order to ensure a prosperous future, the City of Kirkland has embraced the goal of being a sustainable city on a number of levels. This section summarizes key goals related to fiscal and environmental sustainability. Get grants

Goal T-8 5. Plan, design, build, operate and maintain a system within reasonably assured revenue sources while minimizing environmental impacts.

Background

If the transportation system is sustainable, its condition is stable or improving over time. Kirkland faces challenges related to both fiscal and environmental sustainability. Because roughly half of greenhouse gasses are transportation related, it is impossible to forward adopted climate change goals without changing the way we travel. Transportation is also the primary contributor to water and air pollution. Fiscally, even if all the current capital budget were spent on pavement preservation, it's likely that current maintenance standards could not be met. This is without funding the construction of other types of projects, like development of ITS and preservation of other transportation infrastructure. New funding methods and alternate transportation configurations must figure in our future transportation solutions if Kirkland is to move toward sustainability.

Policies at a Glance

- Balance overall public capital expenditures and revenues for transportation.
- Place highest priority for funding on maintenance and rehabilitation of existing infrastructure rather than reconstruction or building of new facilities.
- Ensure that the transportation network can be developed, maintained, and operated within expected revenues for the foreseeable future.
- Identify and perform needed maintenance to maximize the useful lifetime of the transportation network at optimum lifecycle cost.
- Maintain good pavement condition to protect the experience of all road users and reduce infrastructure rehabilitation and replacement costs.
- Protect the health of the citizens and environment of Kirkland.
- Minimize the contribution of transportation to air and water pollution.

COORDINATION (Create Partnerships)



City of Kirkland

Transportation Master Plan



Recognizing that the transportation system does not end at Kirkland's limits, this plan establishes policy related to coordination with other jurisdictions, whose decisions may impact the overall travel experience for users of the Kirkland transportation system.

Goal T-9 Coordinate with regional transportation agencies like WSDOT and transit providers to help meet Kirkland's transportation Goals.

Background

Traffic doesn't stop at city borders. Cars, buses, bicycles and pedestrians all travel within and between cities. Kirkland is bisected by I-405, which is the responsibility of the WSDOT. Transit service is provided by King County Metro and Sound Transit both of which are governed by separate boards. Regional policy determines, to a large extent, the minimum number of person trips that Kirkland must plan for. For all these reasons, working with other agencies is a requirement for achieving Kirkland's transportation goals. Kirkland must be proactive in its work with regional partners. Kirkland should come to other partners with a strong sense of our needs rather than reacting to what is offered by others.

A shared vision is vital to accomplishing transportation goals and leveraging resources. Partnerships must be created locally between neighborhoods, businesses and others; as well as regionally among Kirkland, other cities and transportation agencies like Metro, Sound Transit and WSDOT.

Policies at a Glance

- Communicate with Sound Transit, King County Metro, and other transit providers that serve Kirkland to coordinate long term plans.
- Work with WSDOT to achieve mutually beneficial decisions on freeway interchanges and other facilities.
- Participate and provide leadership in regional transportation decision making.
- Work with law enforcement and emergency services officials to support a safe and understandable transportation network.

Transportation Measurement

Goal T-5 Measure and report on progress toward achieving goals and actions.

Policies at a Glance

Develop a public information and accountability system to communicate progress to members of the Kirkland community.